

Week Ending Friday, October 14, 1994

**Proclamation 6733—Crime  
Prevention Month, 1994**

*October 5, 1994*

*By the President of the United States  
of America*

**A Proclamation**

Finding solutions to the problems of crime and violence must be a top priority for our Nation. Parents should not be afraid to let their children walk to school alone. Children should never hesitate to play in neighborhood playgrounds. No longer should innocent Americans of all ages find their lives forever changed by crime. Americans have endured enough.

Our Nation made a major leap forward in the effort to find lasting solutions when I signed into law the long-awaited crime bill—the toughest, smartest Federal attack on crime in our history. The Violent Crime Control and Law Enforcement Act is the first major Federal anti-crime legislation enacted in 6 years. It authorizes more than \$5 billion in Federal assistance over the next 6 years to help States and communities implement a broad range of new crime and drug abuse prevention programs.

Prevention is the first, critical step in my Administration's three-pronged strategy for crime control. Accompanied by stringent law enforcement and by certain, appropriate punishment, prevention is one of our Nation's most effective weapons against crime, violence, and the spread of illicit drugs. Across the country, people are already working to bring about positive change in their communities. They are establishing neighborhood watches and citizen patrols. They are working with law enforcement officers to close down drug houses. They are cleaning up playgrounds and parks and creating drug-free school zones. They are taking back their streets from all those who would seek to cause harm.

The National Citizens' Crime Prevention Campaign—sponsored by the U.S. Department of Justice, the Advertising Council, the Crime Prevention Coalition, and the National Crime Prevention Council—is also working to help implement crime prevention efforts in American urban, suburban, and rural areas and on U.S. military bases worldwide. The Crime Prevention Coalition sponsors Crime Prevention Month each October to emphasize the importance of personal involvement and to promote community-police partnerships for crime control. Crime Prevention Month challenges every American to take individual and collective action to prevent crime. It teaches us that working together, we can make a difference.

The Congress, by House Joint Resolution 363, has designated October 1994 as "Crime Prevention Month" and has authorized and requested the President to issue a proclamation in observance of this month.

**Now, Therefore, I, William J. Clinton,** President of the United States of America, do hereby proclaim October 1994 as Crime Prevention Month. I encourage residents in communities throughout the Nation to observe this month with appropriate programs, ceremonies, and activities.

**In Witness Whereof,** I have hereunto set my hand this fifth day of October, in the year of our Lord nineteen hundred and ninety-four, and of the Independence of the United States of America the two hundred and nineteenth.

**William J. Clinton**

[Filed with the Office of the Federal Register, 4:51 p.m., October 7, 1994]

NOTE: This proclamation was published in the *Federal Register* on October 12. This item was not received in time for publication in the appropriate issue.

**Message to the Congress on  
Implementation of the North  
American Free Trade Agreement**  
*October 6, 1994*

*To the Congress of the United States:*

In November 1993, in preparation for the implementation of the North American Free Trade Agreement (NAFTA) on January 1, 1994, I informed the Congress of my intent to modify the moratorium on the issuance of certificates of operating authority to Mexican-owned or -controlled motor carriers that was imposed by the Bus Regulatory Reform Act of 1982 (49 U.S.C. 10922(j)(2)(A)). The modification applied to Mexican charter and tour bus operations. At that time, I also informed the Congress that I would be notifying it of additional modifications to the moratorium with respect to Mexican operations as we continued to implement NAFTA's transportation provisions. In this regard, it is now my intention to further modify the moratorium to allow Mexican small package delivery services to operate in the United States provided that Mexico implements its NAFTA obligation to provide national treatment to U.S. small package delivery companies.

Prior to its implementation of the NAFTA, Mexico limited foreign-owned small package delivery services, such as that offered by United Parcel Service and Federal Express, to trucks approximately the size of a minivan. This made intercity service impractical and effectively limited small-package delivery companies to intracity service only. Mexico has no similar restriction on the size of trucks used by Mexican small package delivery services. Because Mexico did not take a reservation in this area, the NAFTA obligates Mexico to extend national treatment to U.S. small package and messenger service companies. Mexico must allow U.S. small package delivery services to use the same size trucks that Mexican small package delivery companies are permitted to use.

Mexico, earlier this year, enacted legislation that addresses the small package delivery issue. Amendments to the *Law on Roads, Bridges, and Federal Motor Carriers* authorize parcel delivery and messenger services to operate without restriction so long as they obtain a permit from the Secretariat of Com-

munications and Transportation and direct that such permits be granted in a timely fashion. The law includes no restrictions on the size and weight of parcels nor on the dimensions of the vehicles that small package delivery services will be permitted to use.

At the North American Transportation Summit hosted by the United States on April 29, 1994, Mexico's Secretary of Communications and Transportation Emilio Gamboa reaffirmed his government's commitment to permit unrestricted operations by foreign-owned providers of small package delivery services in Mexico. In return, even though the United States does not have a similar obligation under the NAFTA, Secretary of Transportation Federico Peña stated the United States Government's intention to grant Mexican small package delivery service companies reciprocal operating rights in the United States by modifying the moratorium imposed by the Bus Regulatory Reform Act. Mexico and the United States agreed to establish a joint working group to specify the details of this arrangement by September 1, 1994.

The U.S. small package delivery service industry is supportive of United States Government efforts to eliminate Mexico's restrictions on small package delivery operations. Provided Mexico implements its NAFTA obligation to extend national treatment to U.S. small package delivery companies, the U.S. industry would not object to a modification of the moratorium that would provide Mexican small package delivery companies reciprocal treatment in the United States.

Provided that Mexico meets its NAFTA-imposed national treatment obligation to allow U.S.-owned small package delivery services unrestricted operations, I intend, pursuant to section 6 of the Bus Regulatory Reform Act, to modify the moratorium imposed by that section to permit Mexican small package delivery services to operate in the United States in exactly the same manner and to exactly the same extent that U.S. small package delivery services will be permitted to operate in Mexico. The Bus Regulatory Reform Act requires 60 days' advance notice to the Congress of my intention to modify or remove the moratorium. With this mes-